Wanted—Agents.

WANTED—Agents—$10 per

WANTED—Agents—All

WANTED—Agents—That can

WANTED—Agents—$75 a

WANTED—Twenty

WANTED—A person wish

WANTED—Agents—I will send

WANTED—Agents—I have

WANTED—Agents—Have you

WANTED—Agents—A loft in my

WANTED—Agents—All persons in

WANTED—Agents—In every

WANTED—A Screw or

WANTED—A purchaser

WANTED—Cheap for C

WANTED—Agents—To sell or

WANTED—Two good men

WANTED—Agents—$75 to

WANTED—A furnished h

WANTED—A person wi

WANTED—Agents—At the

WANTED—A second-hand

WANTED—Agents—Immedi

WANTED—House—By a

WANTED—Houses and

WANTED—To Rent.

WANTED—Agents—For the

WANTED—Rooms—To

WANTED—Men having

WANTED—A respect

WANTED—Agents—For a New

WANTED—Agents—Have you

WANTED—Men to sell

WANTED—Twelve men to

WANTED—Agents—Every

WANTED—Attention! B

WANTED—Agents—To introd

WANTED—Agents—With some

Wanted—Situations.

WANTED—Situation—

WANTED—Situation—A

WANTED—A Situation—

WANTED—Agents—$190 per

WANTED—Agents—$30 60 per

WANTED—Situation—A

WANTED—Agents—Every

WANTED—Situation—By

Wanted—To Rent.

WANTED—To Rent—I want to

WANTED—To Rent—A cot

WANTED—To Rent—A com

For Sale.

FOR SALE—West Market

FOR SALE—Cheap, St. Ne

FOR SALE—Fish Plate—

FOR SALE—Tobacco ma

FOR SALE—Mill Fixtures—

FOR SALE—A Rare Chan

FOR SALE—Pony—A gent

FOR SALE—A neat and va

FOR SALE—Cheap for cas

FOR SALE—A strong farm

FOR SALE—The stock,

FOR SALE—The stock of

FOR SALE—Portable Eng

FOR SALE—Carriage—

FOR SALE—Or to Rent—S

FOR SALE—A good pa

FOR SALE—Flax Machinery

FOR SALE—Two Single gen

To Rent.

TO RENT—One half of a good

TO RENT—Office, store and

TO RENT—Rooms—Furnished

TO RENT—Part of Store—On

TO RENT—Store—The best

TO RENT—Houses—Two story

Boarding.

BOARDING—Pleasant room, or

BOARDING—Nice unfurnished

BOARDING—A gentleman and

BOARDING—One double and

BOARDING—The large and

BOARDING—Furnished Gentlemen

BOARDING—A nice front parlor

BOARDING—Pleasant rooms

BOARDING—Waverly House,

BOARDING—A few gentlemen

BOARDING—Two gentlemen

BOARDING—A furnished front

BOARDING—Two single gen

BOARDING—A pleasant suite

BOARDING—An unfurnished

SAFES

SAFETY

SAFETY FILE

Chicago Tribune.

SUNDAY, AUGUST 13, 1865.

THE GREAT STORM.

Heavy Fall of Rain on Wednesday Night.

Sudden and Unparalleled Rise of the Desplaines River.

Railroad Tracks and Bridges Washed Away.

Severe Injuries to the Rock Island, Alton, and Illinois Central Railroads, and Ill. & Mich. Canal.

Great Flood at Joliet, Morris, Wilmington and Manhattan.

Deaths by Lightning at Morris and Matteson.

A Railroad Train Thrown off an Embankment near Wilmington.

The unparalleled storm which swept over city on Wednesday was much more extensive in its range than was generally supposed by those who were in Chicago at the time. It took in the whole surrounding country in its course, spreading its fury principally, however, on the eastern side and west of this city. The rain, which fell at intervals, had its full counterpart all around, but nothing there rather to vie with that kind in which the lightning struck a three story brick block, owned by E. S. Smith & Co., of Ottawa, and occupied by Mr. Smith as his residence. The fire was put out before it fell in and damaged the building, so it is considered much. There was no rain to speak of in Ottawa.

The streams are all overflowed, the country roads badly washed out, and the bridges of many of the railroads destroyed. The Illinois & Michigan Canal has been broken down by the rushing waters in many places.

The Illinois Central road is unfortunate enough to have suffered the most. Its line of running southward from this city is almost entirely destroyed. Bridges and culverts are washed away, and the tracks of many miles are torn up. The damage to the road will be by no means less than $100,000.

The Chicago, Rock Island and Pacific road has suffered material damage, but the trains being run on the Galena line, the interruption has not been experienced. A bridge on this side of Aurora was badly damaged. The passenger train just yesterday morning proceeded only to Chicago. The damage will be repaired to-day.

A slight amount of interference with the track of the Galena division of the North-western road was experienced near Geneva.

The Fox River Valley road has been completely destroyed for many miles. The track is washed away, and the bridges are gone. The train which left this city yesterday morning for Aurora was compelled to return, being unable to pass that point. The unexpected sent out a force of workers, with the hope of repairing the road in time to-day, but the worst will be in running order to-day. The damage, as far as known, is confined to three bridges and the track, which is washed away in many places. Where the night express coming north was obliged to lay over: damage slight. No word was received from the Galena road last night, but no doubt is believed to be all right.

The Michigan Central road is unharmed, only a few bridges having been washed off, causing a delay of a few hours.

The steam vessel points north of Chicago very badly.

The Chicago, Northwestern and Quincy Road has suffered considerable damage, but the trains being run on the Galena line, the interruption has not been experienced. A bridge on this side of Aurora was badly damaged. The passenger train just yesterday morning proceeded only to Chicago. The damage will be repaired to-day.

A slight amount of interference with the track of the Galena division of the North-western road was experienced near Geneva.

The Flood on the Rock Island Railroad—Bridges Destroyed &c. &c.

One of our reporters started for Joliet yesterday morning, and returned last night, after a hard day's work in the storm that city. The following facts were obtained from an intelligent corps of re-sprigs regarding the damage to the track navigating the country in that direction:

The severe storm of Wednesday last had a very disastrous effect upon the Rock Island road, and its tributaries along to the New North from a pleasant brook and lasting amusement, to a destructive agent, which, with the exception of man lying within their reach. The stream began to swell with the heavy rains of Wednesday morning, and by noon had assumed the appearance of a deluge and still after the second heavy rain which took place late in the afternoon, it rose to a height never before known, and with a force of water to which no force of human effort was equal. In the course of a few hours after the commencement of the storm, the Desplaines River, which is the principal stream in that section, had risen to a height of from twenty to twenty-five feet above its usual level, and was rushing in torrents down the bank of the Chicago and Rock Island Railroad, washing away the track for a mile or more in many places, and undermining the piers of the bridges, which, in consequence, were left in a tottering condition. The Du Page River, which is a tributary of the Desplaines, and which empties into the latter stream at Lockport, also rose to a height never before known, and carried away the bridges which spanned it at that point. The Aux Sable, which is a small stream, but which has a very rapid current, also rose to a height never before known, and carried away the bridges which spanned it at that point. The Illinois & Michigan Canal, which runs parallel with the Desplaines River, was filled to overflowing, and the banks in many places were washed away, thus allowing the water to escape into the river. The Kankakee River, which is a tributary of the Illinois, also rose to a height never before known, and carried away the bridges which spanned it at that point. The Illinois & Michigan Canal, which runs parallel with the Desplaines River, was filled to overflowing, and the banks in many places were washed away, thus allowing the water to escape into the river. The Kankakee River, which is a tributary of the Illinois, also rose to a height never before known, and carried away the bridges which spanned it at that point.

The Chicago and Rock Island Railroad was completed to Joliet on the 1st of January, 1852, and was opened for business on the 1st of February following. The road was built by the Chicago and Rock Island Railroad Company, and was operated by them until the 1st of January, 1865, when it was leased to the Chicago and Rock Island Railroad Company, and has been operated by them ever since.

The road is 100 miles long, and has been operated by

Chicago Tribune.

Chicago Tribune.

FRIDAY, AUGUST 11, 1865.

GENIUS.

Gerard Carl Schurz's Views of Southern Society.

His Unfavorable Report Chosen to Congress.

[From the Detroit Advertiser.]

At the present moment, Gen. Carl Schurz, the well-known German, is in this city, and is expected to remain for the next week, which will be devoted to preparing reports for Congress and the President, upon the condition of affairs in the South. It is supposed that the reports of Gen. Schurz, Gen. Grant, and Gen. Sherman, will be the most important of any that will be made, and will be relied upon as the basis of action by the Government. Gen. Schurz has been in the South for several months, and has had the best opportunities for observation. He has visited Texas, Louisiana, Mississippi, Alabama, Georgia, South Carolina, and Virginia, and has conversed with all classes of people, from the President down to the poorest negro. He has also had the benefit of the observations of Gen. Grant, who has visited the South at the request of the President, and of Gen. Sherman, who has been through the country in the line of his march to the sea. Gen. Schurz has been in the habit of writing letters to the New York Evening Post, which have been widely read, and which have given the public a very correct idea of the condition of affairs in the South. He has also written letters to the State Government, which have been published in the papers of this State. He has been through the entire South, and has had the best possible opportunities for observation. He has conversed with all classes of people, and has had the benefit of the observations of Gen. Grant and Gen. Sherman. He has also

Chicago Tribune.

SATURDAY, AUGUST 15, 1868.

THE RAILWAY ON STATE STREET.

The Extension to be Put Under Contract To-Day.

Proposals Opened at the Mayor's Office.

Bids Received for Building the Road and Furnishing Motive Power.

Bids for Building the Road.

Bids for Furnishing Motive Power.

Bids for Building the Road.

Bids for Furnishing Motive Power.

LOCAL MATTERS.

A Dangerous Cause—Jobbers Guaranteed Against Loss.

Another Arrest Made.

A Runaway Match.

Lecture Season Inaugurated.

NEW ENGLAND CHURCH.

Meeting at the New Edifice—Going Into Operation.

Church Services To-Day.

THE CITY.

Chicago Tribune.

THE ATLANTIC CABLE.

A Report that Operations are to be Resumed Next Year.

Cable to be Taken Up and Stored at Newfoundland.

Mr. John W. Lockwood, the Cable Engineer, Arrives Here.

Interesting Statements Concerning the Cable and Its Future.

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